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CONSTRUCTION OF ROAD DRAG

When Principles Are Thoroughly Under-
stood and Intelligently Ap-
plied Work Is Simple.

(Prepared by the United States Depart-
ment of Agriculture.)

Drags are often constructed of planks instead of logs. The plank should be strengthened along the middle line by a 2x6-inch strip. A triangular strip may be used under the lower edge of the blade to give it the proper cutting slope.

The successful operation of the drag involves two principles, which when thoroughly understood and intelligently applied make road working with this implement very simple. The first concerns the length and position of the hitch, while the second deals with the position of the driver on the drag. For ordinary purposes the snatch link or clevis should be fastened far enough toward the blade end of the chain to force the unloaded drag to follow the team at an angle of 45 degrees. This will cause the earth to move along the face of the drag smoothly and will give comparatively light draft to the driver, provided the driver rides in the line of draft.

If small weeds are to be cut or a furrow of earth is to be moved, the doubletree should be attached rather close to the ditch end of the drag. The drag will now move nearly ditch end foremost, and the driver should stand with one foot on the extreme forward end of the front slab. This will swing the drag back to the proper angle and will cause the blade to plow. This hitch requires slow and careful driving in order to prevent the



The Plank Drag.

drag from tipping forward. If the blade should plow too deeply, the driver should shift his weight toward the back slab. If straw and weeds clog the blade, they can usually be removed if the driver shifts his weight to a point as far as possible from the ditch or blade end.

Usually two horses are enough to pull a drag over an ordinary earth road. When four horses are used they should be hitched to the drag by means of a four-horse evener. The team should be driven with one horse on either side of the right-hand wheel track or rut the full length of the portion to be dragged, and the return made over the other half of the roadway. The object of this treatment is to move earth toward the center of the roadway and to raise it gradually above the surrounding level. While this is being accomplished all mud-holes and ruts will be filled, into which traffic will pack the fresh earth

EXPENSE OF ROAD BUILDING

Interesting Comparison Compiled by
Department of Agriculture Show-
ing Money Spent.

An interesting comparison between the expenditure on public roads in the United States in 1904 and in 1912 has just been compiled by the department of agriculture through its office of public roads, showing the tremendous growth that has taken place in the movement for better highways within the last eight years.

In 1904 the total expenditures on all public roads in the United States was \$79,771,617, but in 1912 the expenditures for this purpose amounted to \$164,232,365. The expenditure per mile of public roads in the United States for 1904 was \$37.07, but the expenditures per mile for the year 1912 had doubled, amounting to \$74.65. The expenditure per inhabitant in 1904 was \$1.06, but in 1912 it amounted to \$1.78.

The greatest progress in road building has been made in the states which contribute from the state treasuries toward the construction of state-aid or trunk-line roads. In 1904 there were 13 states that contributed out of the general fund \$2,607,000, but in 1912 there were 35 states which contributed \$43,757,438. The states having the largest expenditures for state-aid and trunk-line roads in 1912 were as follows: New York, \$23,000,000; Pennsylvania, \$4,000,000; Maryland, \$3,370,000; Connecticut, \$3,000,000.

Both Questions Important.
The subject of good roads is one that will not down, but the question of keeping good roads is quite as important.

Hopkinsville Market

Quotations.

Corrected April 15, 1914.

RETAIL GROCERY PRICES.

Country lard, good color and clean 14c and 15c per pound.

Country bacon, 17c per pound.

Black-eyed peas, \$3.50 per bushel

Country shoulders, 15c pound.

Country hams 21c per pound.

Irish potatoes, \$1.30 per bushel.

Northern eating Rural potatoes \$1.30 per bushel

Texas eating onions, 125c per bushel, newstock

Dried Navy beans, \$3.00 per bushel

Cabbage, new, 3 cents a pound.

Dried Lima beans, 60c per gallon.

Country dried apples, 10c per pound, 3 for 25c

Daisy cream cheese, 25c per pound

Full cream brick cheese, 25c per pound

Full cream Limberger cheese, 25c per pound

Popcorn, dried on ear, 2c per pound

Fresh Eggs 30c per doz

Choice lots fresh, well-worked country butter, in pound prints, 30c

FRUITS.

Lemons, 25c per dozen

Navel Oranges, 20c to 40c per doz.

Bananas, 15c and 25c doz

Cash Price Paid For Produce.

POULTRY.

Dressed hens, 12c per pound

Dressed cocks, 7c per pound

live hens, 11c per pound; live cocks 3c pound; live turkeys, 14c per pound

ROOTS, HIDES, WOOL AND TALLOW

Prices paid by wholesale dealers to butchers and farmers:

Roots—Southern ginseng, \$5.75 lb

"Golden Seal" yellow root, \$1.35 lb

Mayapple, 3c; pink root, 12c and 13c

Tallow—No. 1, 4c; No. 2, 4c.

Wool—Burry, 10c to 17c; JC, 1

Grease, 21c medium, tub washed 23c to 30c; coarse, dingy, tub washed 18c.

Feathers—Prime white goose, 50c; dark and mixed old goose, 15c to 30c; gray mixed, 15c to 30c; white duck, 22c to 35c, new.

Hides and Skins—These quotations are for Kentucky hides. Southern green hides 8c. We quote assorted lots dry flint, 12c to 14c. 9-10 better demand

Dressed geese, 11c per pound for choice lots, live 5c

Fresh country eggs, 25 cents per dozen

Fresh country butter 25c lb.

A good demand exists for spring chickens, and choice lots of fresh country butter.

HAY AND GRAIN.

No. 1 timothy hay, \$22 00

No. 1 clover hay, \$20 00

Clean, bright straw hay, 25c bale

Alfalfa hay, \$21 00

White seed oats, 54c

Black seed oats, 53c

Mixed seed oats, 65c

No. 2 white corn, 92c

Winter wheat bran, \$28.00.

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Bucklen's Arnica Salve for Eczema. Advertisement.

The Lack.

He—"I saw a fellow looking over the diamond ring case at our store this morning." She—"Oh, how I wish I were the woman in the case!"—St. Louis Times.

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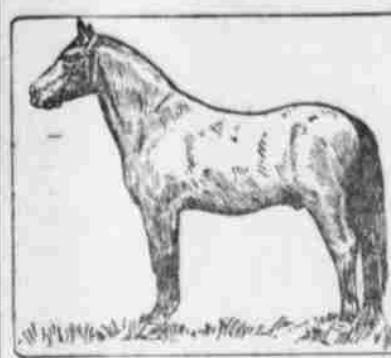
HORSES PIGS and CATTLE

ARABIAN BLOOD IN HORSES

Claimed Greatest Perfection in Animals Cannot Be Attained Unless Conditions Are Favorable.

(By F. KNORR)

By some authorities it is claimed that the hardness of Arabian horses may be attributed to the fact that they were bred and reared for thousands of years under the most adverse conditions. Other writers claim, and justly too, that only the best environment can bring out the best qualities in man and beast—that the greatest perfection in animals cannot be attained unless conditions are favorable. How then can we accredit the desert, the sun-parched plains of Arabia, to be the home of the beautiful Arabian horse? All indications



Typical Arabian Horse.

point toward the grassy slopes and the foothills of the Caucasus mountains, where physical conditions are so similar to those we have along the foothills of the Rockies, where a dry climate and moderate rainfall make good pasture but without the tendency to make a soft spongy hoof.

Commenting upon the statement that the Arab blood used so long ago, can leave no trace in our present breeds in this country, an authority says: "And though it can scarce be doubted that, in the very commencement of turf-breeding there must have been some mixture of the best old English blood, probably in great part of Spanish by descent, with the true Arab or Barb race, the impure admixture is so exceedingly remote, not within fourteen or fifteen generations, that the present race horse of England and North America cannot possess one-sixteenth thousandth part of any other blood than that of the desert."

It is a long time since the horses Messenger, Diomed, Mambrino, Justin Morgan, Bashaw, Spark, Selina, Blaze, Fearnaught, Traveler and Ethan Allen lived, yet our best stock traces back to them. Without Justin Morgan there would be no Morgan horse. Justin Morgan was rich in Arab blood. Messenger and Diomed were of like parentage. The beautiful coach horses known as the Hackney trace their lineage to the Arabian breed. At Fort Collins, Colo., where the department of agriculture is now trying to perfect a new type of carriage horse there is at the head of that stud Carmon, who carries in his veins the blood of the Arab. The grace and beauty of the powerful and massive Percheron are due to the Arab lineage which has removed that coarseness which prevails with many breeds of draft horses.

CULLING UNPROFITABLE SOWS

Cost of Pigs Determined by Size of Litter—Very Prolific Animal May Raise Ten.

If a sow raises but three pigs, says Professor Smith of Purdue university, it means that they are costing five dollars each. If instead of three she raises five, the initial cost is reduced to three dollars per head. If she is a very prolific sow she may raise ten, in which case the cost represented by each pig is only \$1.50.

When the breeder heartlessly culls out his sows that produce stock that never attain good size; when he promptly sends to the block the sow with small litters; when he gets out of his herd the poorest hogs and the hogs of low vitality, then he will hear less about the relative advantage of the cross-bred hog.

RATION FOR THE BROOD SOW

Cooked Potatoes, Middlings and Skim Milk Are Excellent Just Before Farrowing Time.

A subscriber asks if cooked potatoes, middlings and skim milk make a good ration for brood sows before farrowing, and states that a neighbor advised him not to feed skim milk to sows before they farrow.

This is a good ration for a brood sow. The protein in the skim milk will balance up the starch in the potatoes and the middlings being a well balanced feed no trouble need be anticipated from feeding this combination so long as the sow has plenty of exercise and feed just sufficient to keep her in a thrifty condition. Potatoes are a rather bulky feed and bulk is an important factor in a satisfactory ration for brood sows.

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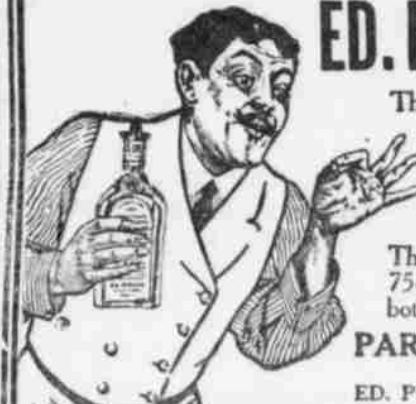
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